

ON LAND AND SEA

Experts Review Record Breaking on Land and Water.

WHAT THE FUTURE MAY BRING

The Hon. Dewey Writes of Records Broken by Railroads and Ocean Greyhounds—What is Coming.

This has been a phenomenal record breaking year for trotters. It has been fully demonstrated that the old time love for the trotting horse, dormant so long, has at last been revived. Most fortunately for New York the legislature of Connecticut was so far-sighted as to drive the Charter Oak association out of the state. This brought about the great meeting at Fleetwood park, when Directorum smashed all records and became the perennial king of trotters.

As Directorum's performance was the occasion in trotting circles this year. I will refer to his work first, as it demands a little speculation as to his ability eventually to make Nancy Hanus better her figure of 2:04 and give up the lead for the now exciting race that was two minutes ago.

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was a passenger in 1851 in the first car propelled by steam in the state of New York."

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No doubt we shall go still further forward in the development of speed of our railroad trains until the one hundred miles an hour average speed limit has been reached. Early this year the Empire state express ran ten miles in six minutes from Cittenden to Utica, N. Y. This is at the rate of one hundred miles an hour. The time can come sooner than any of us expect when a run of this kind will be an ordinary and everyday occurrence.

Now as to speed on the water. The great speed attained by the new steamships brought out this year has done much to confirm the belief held by many that the four-day trip to Europe is near at hand. This is the first time in fourteen years I have not crossed the ocean and spent at least a month of the summer in Europe. I have watched with great interest the advancement in the building of ocean liners. When I first be-



C. W. STAGE

1 4-5 seconds, which was only a beating of two-fifths of a second.

The twenty-five-mile record has been lowered by J. W. Stocks, the English racer, who on August 28, at the Herne Hill track, rode twenty-five miles in one hour, and created new records from five to eleven and from thirteen to twenty-five miles.

In running races this year Coumbe's great mile in 4 minutes 17 4-5 seconds fastens the record to America's credit that the gowns and hats are back, and of a fashionable color. A few packages of Diamond Dyes have made their faded, dingy, and worn garments as good as new with little expense or work. For home-dyeing, use only Diamond Dyes, as they are simple, strong and perfectly reliable.

Luther H. Carey, Wendell Baker and Walter C. Dohm have made some new records this year in sprinting and middle distance running.

C. W. Stage, of the Cleveland athletic club, is said to have done some wonderful sprinting this year. He now claims championship honors for a hundred yards with John Owen, Jr., of 9 4-5 seconds.

GEORGE GOLDFE

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New Steam Yacht Records.

In no branch of sport there has been such progress made during the past ten years as in yachting. The new era in that royal pastime may be likened to the increase in speed and accommodation in ocean steamships, for while a few yachtsmen still cling to old models and primitive ideas the majority have been marching on with the times, and setting a pace for speed.

In the steam yachts that we have today in this country may be found the finest and speediest craft ever launched. It is a few years ago that twenty miles an hour was considered exceedingly fast time for a steam yacht. I remember when my steam yacht Henrietta traveled from Catskill to Sandy Hook 133½ miles in six hours and forty minutes, an average of 20 ½ miles per hour. That was in September, 1886, and this record was then believed to be phenomenal. But the Norwood, my new steam yacht, has made a mile over a rowing club course in one minute and fifty-eight seconds. She has raced down New York bay against the fast Sandy Hook steamer Mon-

A. PHILIPSON, 1:25 p. m. and 11:30 p. m. Then again on Sunday, 11:30 p. m., and then on Monday, 9th inst. (Chicago day) on 7:30 a. m., 1:25 p. m. and 11:30 p. m.

TRIP TO CHICAGO.

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the smaller numbers entering the gates on that day contributing to their absence to the comfort.

But it is of a short trip many are asking and we are pointing right along to our Chicago & West Michigan 7:30 a. m. train Monday morning to the fair on the great day and return on the West Michigan train, leaving Hyde Park at 11:51 Monday night, arriving here 6:10 Tuesday morning. Short and quick, but a great scheme. Had it struck you? G. DeHaven, Gen'l Pass. Agent.

Caution.

My wife, Catherine Jellen, has left my bed and board, and everybody is hereby warned not to extend credit to her in my name, as I will not be responsible for such claims.

JOHN JELLEN.

Grand Rapids, Oct. 4, '93.

Ask your ticket agent about world's fair excursions over Lake Shore R. October 11th and 18th.

I claim that the Norwood holds the record, but there has recently come forward another claimant, the Yankee Doodle, owned by Messrs. McBride of Philadelphia. These gentlemen have from time to time in the daily press made the sweeping offer to race their steam yacht against anything that boats and for various amounts from \$200 to \$2,000. In their challenges they insisted that the Felsen, one of the fastest yachts afloat, should take part in the race they proposed, which was to be a distance of fifty miles on the Hudson river.

The Felsen which the McBride brothers referred to recently made a wonderful performance in New York harbor. She is a 75-foot steam yacht, designed and built by Charles D. Mosher, who also designed the Norwood. One day last August I suggested a trial of the Felsen in New York harbor. I was one of the timekeepers. The race was between the Sandy Hook steamer Monmouth, and the distance was 7½ miles, against a flood tide. The Monmouth's time was 2½ minutes, the Felsen's 1 minute less or 15¾ minutes. This is at the rate of 31 6-10 statute miles per hour. This beats the world's record which was claimed to be held by the Russian torpedo boat Adler. That boat, it is said, made a mile in slack water at the rate of 37 4-10 knots or 31 5-10 miles, while the Felsen steamed against a flood tide for 7 1-4 miles. This makes all her performances, 31 5-10 miles per hour, all the more remarkable. The Adler is 150 feet long, almost twice the length of the Felsen.

NORMAN L. MUNROE'S NORWOOD.

Good looks are more than skin deep, depending upon a healthy condition of all the vital organs. If the liver be inactive you have a bilious look, if your stomach be disordered you have a dyspeptic look, and if your kidneys be affected you have a pinched look. Secure good health and you will have good looks. Electric filters is the great al-

lone.

S. McINTIRE.

The South African representative, has been an important factor in creating new English figures, as well as a new world's long distance record at Chicago. J. S. Johnson, the western flyer, was first to break an 1886 competition track record in this country, riding two miles in 4 minutes 27 4-5 seconds at Keystone, Pa., June 24, supplanting Zimmerman's 4 minutes 51 seconds made at Springfield, Mass., September 13, 1889. July 4 saw two competition records broken. At the Passaic (N. J.) meet, Zimmerman rode a quarter of a mile from a standing start in 30 seconds flat, supplanting 31 1-2 seconds by G. Smith at Hartford, September 6, 1890. The other Independence day record was made at Hartford. Walter C. Sanger, the Milwaukee crack, went to England and won the one-mile "hammockin" over there, after Zimmerman had been barreled out, winning the one-mile race in 2 minutes 14 sec-

onds and thirteen minutes for the distance made in 1874 by Lady Mac. He trotted the miles in 2:01, 2:02, 2:03, 2:03½ and 2:04 respectively, making a total of 13:45, fifteen seconds better than Lady Mac's time. This performance will be especially interesting to breeders and admirers of trotters on the other side, who think more of performances at a distance than we do on this side of the ocean.

Trotting has received a boom this year that will last for many years to come, and I look for a still greater smashing of records at next year's meetings.

MORSE SALISBURY.

CHAUNCEY M. DEPREE.

Fast Sprinting and Cycling.

This has been a great year for cycling. There have been many long and short distance competition records made, and it may be that some new ones will be scored before the year closes. The cycle record-breaking this year has been exclusively in competition.

Zimmerman and Johnson have ridden against time in the west, scoring 2:08 4-5 and 2:07 3-5 respectively,

with pacemakers. In England the new board track at Herne Hill has been the scene of many attempts against the records with much success, but in the shorter distances none of the times have approached America's 1892 figures.

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On August 9, 1881, the first railroad was opened in the United States. It was the Mohawk & Hudson, which ran a distance of seventeen miles from the city of Albany, the capital of the Empire state, to the old Dutch city of Schenectady. The first locomotives for this road was the Deltic Clinton, which was about sixteen feet six inches in length, and was mounted on iron wheels about four feet eight inches in diameter. The power of this engine was very ten horses. As it stood on the rails of the first railroad it could easily move by a single hand.

Thaddeus Ward was one of the passengers to board the first train, and he gave me this account of his experience some years ago. "It was my fortune to witness the advent of the two great material forces which have contributed so largely to the development and civilization of this continent. I witnessed in 1887 from an island in the Hudson river the passage of the first vessel ever steamed by steam, and I

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THE RECORD BREAKER OF 1893.

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DR. PRICE'S Cream, Baking Powder.

The only Pure Cream of Tartar Powder. No Ammonia, No Alum.

Used in Millions of Homes—40 Years the Standard.

HOW SHE GOT RID OF HIM.

She was so tired. The house was late, and still she had to stay.

What could she do but wait and wait for him to go away?

She waited. And then she did not talk, but answered "Yes" and "No."

She wanted him to take a walk.

Alas! He would not go.

She played. He asked for news and news she had in every joint.

She spoke about "The open door."

He did not see the point.

Then the fellow went.

—TOM MORSE in Vicks.

PAT'S Seat.

An Irishman was once asked by a friend to come to go to concert with him.

Pat consented to go.

They had not proceeded far on the way before Pat asked how much the music were.

His friend said, "I will sit in the programme."

"All right," said Pat.

"I will sit in the programme."

—LONDON SPARE MOMENTS.

Pat's Seat.